श्री माधवराव सिंधिया : माननीय सभापति महोदय, इन्होंने इतना लंबा सवाल कर दिया है कि जब ये तीसरे सवाल पर पहुंचे तो मैं पहला सवाल भूल गया हूं ।

श्री अश्विनी कुमार : बाकी लाइनों की वायेबिलिटी बताने की कृपा करें ।

श्री माधवराव सिंधिया : कुछ तो वित्तीय दृष्टि से व्यावहारिक हैं कुछ व्यावहारिक नहीं हैं आप डिटेल्स चाहें तो मैं पूरे दे सकता हूं ।

जहां तक रेलवे लाइनों का आपने वर्णन किया है वे अभी मंत्रालय के विचाराधीन नहीं हैं ।

Length of National Highways in AP

*223. SHRI B. SATYANARAYAN REDDY : Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the existing length of National Highways in Andhra Pradesh and what should be the total length of National Highways in Andhra Pradesh as per the draft road development plan formula; and

(b) what steps have been taken to develop the National Highways in the State to comply with the above mentioned formula ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The lengh of National Highways in Andhra Pradesh is 2519 km. There is no draft road development plan formula for determining the length of National Highways.

(b) Does not arise.

SHRI B. SATYANARAYAN REDDY : Mr. Chairman, Sir, the hon. Minister said that there is no draft road development plan formula. But to my information, the draft road development plan envisages development of National Highways system in the country based on the formula that the length of the Naional Highways in any State should be the area of the State divided by fifty. As per this formula, the length of the National Highways in the State of Andhra Pradesh has to be 5540 kms. But the existing length of the National Highways in Andhra Pradesh, as per the answer given by the Minister, is only 2519 kms. The State Government has requested the Government of India to declare certain roads that is about ten State roads of 3252 kms as National Highways in the State of Andhra Pradesh. Sir, the condition of the National Highways in Andhra Pradesh State is not satisfactory. This is due to very inadequate maintenance granted by the Central Government. Sir, this requires renewal by the Central Government. Against th requirement of Rs. 12 crores as per the norms fixed by the Government, the release is only Rs. 4 crores per year as per the maintenance formula. So, I would like to know from the Minister what steps have been taken to maintain the roads in Andhra Pradesh which are in very bad condition. I would also like to draw the attention of the Minister about the letter written by the Chief Minister, Mr. N. T. Rama Rao dated 20th May 1989, drawing the attention of the Minister to the important issues pertaining to the maintenance of roads and other developmental programmes so far as surface transport is concerned. I would like to know from the Minister what steps the Government of India have taken in respect of this letter and what are the issues that are still pending under your consideration. I would also like to know if there is any formula under which the length of the roads is to be extended in different States particularly Andhra Pradesh.

SHRI RAJESH PILOT : Mr. Chairman, Sir, I totally agree with the hon. Member that the condition of the National Highways is not very very satisfactory in Andhra Pradesh. But it is certainly not bad. I do agree with him that it is not upto the required degree. Mr. Chairman, Sir, this is the matter which has been worrying us for the last three-four years and that is why in every meet-

ing of the National Transport Development Council we requested the State Governments that we must bring accountability in the system. As on today, the formula is that for a particular km. of lengh in a State, we give a formula some amount. After that it is the State Government which maintains the roads and which works for the Central Government. But during the last few years we had been discussing and coming with some solution that accountabiliy could be brough in. I am very happy to inform the House that the Naional Highways Authority has been established. Now we are going to include accountability in the system if and any State cannot give the work up to the standard and cannot utilise the exchequer's money properly, the National Highways Authority will take over that particular work in that State. So, that we have been able to achieve. As far as Andhra Pradesh is concerned, we have roughly 2050 odd kms. and it is the fourth or fifth State in the country. Well, I can inform the House about the maximum length in the States, the highest is Maharashtra, Madhya Pradesh, Uttar Pradesh and Andhra Pradesh. Andhra Pradesh is 2519 kms and it is the maximum that we could afford with our resources. But with the National Highways Authority coming up and our resources being supplemented by Centarl road funds we hope to take up some more roads. It is a fact that the hon. the Chief Minister and the Andhra Pradesh Government have projected 3222 kilometres. It is the projection from the State Government. One we have already declared and that is Nizamabad-Jagdalpur road. This has been declared as a national highway. Then, two more are under consideration. They are the Madras-Gooty highway which passes through Andhra Pradesh and the highway from Nizamabad to Nander or somewhere. These are under active consideration. There are guidelines to declare a road as a national highway. There are a few things which we consider before declaring a road as a national highway. If the House wants I can read out. They are, roads which run through the length and breadth of the country, roads connectings adjacent countries, roads connecting State capitals, roads connecting major ports and important industrial or tourist centres, roads meeting very important requirements, roads carrying high density traffic over an adequate length and roads which will enable sizeable reduction in travel distance and achievement of substantial economy thereby. These are the few considerations we have. The hon. Member has mentioned particularly the hon. Chief Minister's letter. I have replied to him I have also projected these points when I wrote back to him.

SHRI B. SATYANARAYAN REDDY: My second supplementary is this. I would like to know from the Minister whether, as per the suggestion from the Chief Minister, whether the Minister is convening a metting of the officials of the Central and the State Governments to expedite the pending issues or taking up of the pending roads.

SHRI RAJESH PILOT: Sir, as far as national highways are concerned, mainly the discussion is among the Finance Ministry, the Planning Ministry and our Ministry. We project our requirements. Whatever funds are available within our budget are supplemented by the Planning Ministry and the Finance Ministry. Then a decision is taken. The requirements of States are already with us. We have also carried out a survey. All these details are with us. Regular meetings of State Ministers, PWD Ministers and Transport Ministers is a routine thing which we hold, I think, every six months or whenever requirement arises.

SHRI V. NARAYANASAMY: Mr. Chairman Sir, the hon. Minister has stated that the National Highways Authority has to be constituted for the purpose of assistings the State. When the States ae not cooperating the Minister has said, the National Highways Authority will take over the work and do that. I would like to know from the hon. Minister whether they will be having any coordinating agency at the State level for the purpose of doing this work. Supposing the States are not cooperating in maintenance and also construction of

highways, will the Minister be having an agency at the State level or at the district level so that they can do it?

SHRI RAJESH PILOT: As I have mentioned, it is not that all the States are bad. The intention of the Government is to cooperate and bring about a perfect system to construct good roads. The National Highways Authority will certainly have coordination with the State Governments. We will monitor the work placed under the responsibility of the State Governments. Some system is being worked out where we can monitor each other's efforts and where we can help each other to make good roads for the country.

PROF. C. LAKSHMANNA: Mr. Chairman, Sir, the Minister while replying said that there is no stated formula for bringing roads under national highway category. If that is so, I would like to know what the guidelines are according to which roads are declared national highways.

MR. CHAIRMAN: He has just now stated the guidelines.

PROF. C. LAKSHMANNA: Part (b) of my question is this. Is it a fact that some of the national highways which are in existence, for instance the highway connecting Madras and Bombay through Dharmavaram, Anantapur, Oravakonda and Bellary, have been taken off the list and some other roads have been included from other places? If it is so, what is the reason for taking this national highway off the list?

SHRI RAJESH PILOT: Sir, I have already explained the criteria which we consider before declaring any road as a national highway. The hon. Member may please repeat the second part of his question.

PROF. C. LAKSHMANNA: Is it a fact that the Madras-Bombay national highway which runs through Dharmavaram, Anantapur, Oravakonda and Bellary is taken off the list and it is no more a national highway? If it is so, what is the reason for it? When will you revive it?

SHRI RAJESH PILOT: Sir, normally when a highway is made a national highway it is not again made a normal road or a State highway. I do not think it is possible. Anyhow, I will check up and inform the hon. Member.

MR. CHAIRMAN: Question hour is over.

WRITTEN ANSWERS TO QUESTIONS

Icreasing trade between South Africa, UK and Canada

*224. SHRI P. K. KUNJACHEN:

SHRI DIPEN GHOSH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government propose to take up the matter of increasing trade between South Africa, UK and Canada in the next Commonwealth meet; and

(b) if so, in what manner?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) The question of imposition of sanctions against South Africa is expected to be a major item on the agenda of the forthcoming meeting of the Commonwealth Heads of Governments in Kuala Lumpur in October, 1989. Among other issues the question of how to intensify existing sanctions and to universalise them will also be discussed. In this context, the Commonwealth Heads of Governments are expected to pronounce on further action in regard to those countries which have not imposed trade and other sanctions against South Africa and who continue to trade with South Africa.